

# CHINA



# MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 5088. 號八十月十年九十七百八千一英

HONGKONG, TUESDAY, OCTOBER 28, 1879.

日四十月九年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BARN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINRICH & Co., Malacca.

CHINA:—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HENDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
E. R. BELLING, Esq. WILHELM REINERS, Esq.  
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.  
H. HOPKINS, Esq. W. S. YOUNG, Esq.  
A. McIVER, Esq.

## CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.  
" 6 " 4 per cent. " "  
" 3 " 2 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £300,000.

HEAD OFFICE—14, Rue Bergère, PARIS.

AGENCIES AND BRANCHES at: LONDON, BOULON, SAN FRANCISCO, MARSEILLE, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS: THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

Hongkong, May 30, 1879.

## Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation, Hongkong, September 4, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000. RESERVE FUND, £150,000.

THE BANK OF ENGLAND. THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Notices of Firms.

### NOTICE.

MR. ALEXANDER C. LEVISOHN retired from our Firm in Hongkong and China on the 31st of December last, and Mr. LORENZ POESNECKER was admitted a PARTNER therein on the same day.

Mr. JULIUS KRAMER has been authorized to SIGN our Firm per Procurator at CANTON.

ARNHOLD, KARBERG & Co.

Hongkong, October 11, 1879. no11

### NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. JOHN FAIRBAIRN in our Firm here and in Yokohama, ceased on the 31st March, 1879.

LANE, CRAWFORD & Co.

Hongkong, October 6, 1879. no6

### NOTICE.

THE Underigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

### NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. C. BRAUN in our Firm, ceased on the 23rd September A.C.

Mr. C. STIEFEL is authorized to SIGN our Firm.

REISS & Co., Hongkong, Shanghai, Yokohama.

Hongkong, October 3, 1879. js3

### NOTICE.

THE Underigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3cc80

### For Sale.

#### FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

#### FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the

GOLD MEDAL at the PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts, £17 per Case of 1 doz. Pints, £18 " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21cc80

### NOTICE.

FROM the 1st of OCTOBER, Dr. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

## For Sale.

### FOR SALE,

#### EX RECENT ARRIVALS.

DEVOS'S NONPAREIL KEROSENE OIL (Certified 150° Fire Test). The New STUDENTS' READING LAMPS for Nonpareil Kerosene, (are perfectly Safe and give a Light equal to, but more mellow than Gas).

AMERICAN FLOOR OIL-CLOTH in New Patterns. LIGNUM, the New FLOOR-CLOTH for Halls and surrounding Billiard Tables.

Royal Irish CONSTABULARY REVOLVERS. COLT'S POCKET DERRINGER PISTOLS. AMERICAN DINING-ROOM CHAIRS. PERAMBULATORS. RIDING and DRIVING WHIPS.

BRIDLES. GARDENING TOOLS. HORSE CLIPPERS. CUMSHAW TEA. TODDY KETTLES. RUG STRAPS. LAWN TENNIS SETS. PAINT BOXES. PENKNIVES. RAZORS. SCISSORS.

SPONGES. PLAYING CARDS. PERFUMERY. CHUBB'S CASH BOXES. NEW MEERSCHAUMS. Well-Seasoned MANILA CIGARS and CHEROOTS. UNDERSHIRTS and ASSORTED HOSIERY. VEGETABLE, FLOWER and LAWN GRASS SEEDS.

New SCARFS, TIES, BRACES, &c. WALKING STICKS and UMBRELLAS. GOLDEN GATE BAKER'S EXTRA FLOUR. Fresh HAMS and CHEESE. New HATS. COIR DOOR MATS.

LANE, CRAWFORD & Co.

Hongkong, October 1, 1879. no1

### ROSE AND COMPANY,

31 & 33, QUEEN'S ROAD,

HAVE Received per FRENCH and ENGLISH MAILS, GLENEAGLES, &c., Their NEW GOODS FOR THE SEASON; Comprising:—

Crewel CLOTHS, Crewel SILKS, Fancy WOOL WORK, SHETLAND, Single and Double BERLIN, and Fingering WOOLS. Commenced Work in CUSHIONS, Fender STOOLS, Chair BACKS, SLIPPERS, Smoking CAPS, &c., &c.

The Latest NOVELTIES in French Flowers and Feathers. Millinery SILKS, LACES, RIBBONS of every Shade and Width. Muslin and Lisse PLATTINGS.

Torches LACE, Bretonne LACE, &c., &c. Ladies' and Gentlemen's French Cambrie Homm'd-stitched HANDKERCHIEFS. Paris KID GLOVES in 2, 4 and 6 Buttons in White, Light Evening Shades, and Dark Shades.

By the Single Pair or in Tins. Black and Colored SILK GLOVES in 2 and 4 Buttons. Black LACE MITTS.

A Good Assortment of Ladies' CORSETS. The New "BRILLIANT" HOSE for Children from 0 Size to Size 6, in SKY BLUES, NAVY-BLUES, CARDINALS, and PINKS.

Children's BOOTS and SHOES, in Great Variety. The New BRAIDS, FRINGES, TRIMMINGS, &c., as now worn. MILLINERY and DRESS-MAKING.

BLANKETS, SHEETINGS, Toilet QUILTS, Toilet COVERS. Eider Down QUILTS, Turkish TOWELS, and TWILLINGS, Table CLOTHS, Table NAPKINS, Table COVERS, &c., &c.

The New CRETONNES, REPS and DAMASKS. Lace CURTAINS, 72 inches Wide—By the Yard. Gentlemen's Black FELT HATS, STRAW HATS, COLLARS and CUFFS.

Silk HOSE. Cotton, Thread, Morino and Cashmere SOCKS in great variety. UNDER-VESTS and PANTS, Russian Calf and Kid GLOVES, TIES, SCARVES, &c., &c.

SHIRT and COLLAR STUDS and SETS. SOAPS and PERFUMERY. Gentlemen's White SHIRTS, Best Quality with and without COLLARS. Ladies' and Gentlemen's UMBRELLAS.

Black ALPACAS, Black French MERINOS. Black CACHEMERES, Black SATINS, Colored SATINS. Colored French MERINOS in all the new Shades, with Silks, Satins, and Velveteens to Match.

Piece VELVETS, in Black and all new Shades. Black and Colored VELVETEENS.

N.B.—All Last Season's GOODS greatly reduced in Price.

NOTE the ADDRESS—ROSE AND COMPANY, 31 & 33, QUEEN'S ROAD, (Formerly next Door to the HONGKONG HOTEL).

Hongkong, October 22, 1879. no6

## Intimations.

### KELLY & WALSH

BEG to intimate to all Desiring to

Subscribe to ENGLISH, AMERICAN, FRENCH or GERMAN NEWSPAPERS or

MAGAZINES for the Whole or Half of the Year 1880—that all Orders must be

Received by the First Week in November to insure their arrival. A Revised List is

now ready and can be obtained on application. All Papers delivered immediately on receipt of Mail. Special Arrangements made with Clubs and Societies.

QUEEN'S ROAD, Hongkong, October 17, 1879. cc31

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, and THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to Furnish the

Underigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, July 24, 1879. cc31

## Intimations.

### F. VINCENT,

WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER, Hongkong.

BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of

FRENCH WINES, LIQUORS, SPIRITS, and STORES of the Best Quality (French Produce).

N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.

F. VINCENT, No. 4, Peel Street.

Hongkong, October 10, 1879. no10

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, and THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to Furnish the

Underigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAR. B. COUGHTRIE, Secretary.

Hongkong, August 2, 1879. no1

## Intimations.

### NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A TENTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 18th October, Payable at the Office of the Liquidators, on MONDAY, 20th October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 20th July, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, October 1, 1879. no6

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our Office on and after the 15th instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

## NOTICE.

A RESIDENCE Wanted by the 31st Instant. The CANE ROAD or that NEIGHBOURHOOD preferred.

Apply to THE BORNEO COMPANY, LTD. Hongkong, October 1, 1879.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHEW. The Steamship "DOUGLAS,"

Capt. Young, will be despatched for the above Ports on THURSDAY, the 30th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 27, 1879. cc30

SHIRE LINE OF STEAMERS.

FOR LONDON VIA SAIGON. The Steamship "EADNORSHIRE,"

DAVIES, Commander, expected here on or about the 14th Proximo, has room for about 700 tons Tea. She will call at Saigon for a part Cargo.

ADAMSON, BELL & Co., Agents.

Hongkong, October 27, 1879.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched as above on MONDAY, the 3rd Nov., at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, October 20, 1879. no8

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE,"

Commandant REYNIER, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, October 23, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.



## For Sale.

## MacEwen, Frickel &amp; Co.,

BEG to announce the ARRIVAL of the following FIRST-CLASS  
S T O R E S, &c.  
Ex "OCEANIC,"  
"LORD OF THE ISLES,"  
And Other Late Arrivals.

Finest California BUTTER in Rolls.  
Good Cooking BUTTER in Kegs.  
Fine Apple CHEESE.  
Lomburg CHEESE.  
Sap Sage CHEESE.  
Prime Gilroy CHEESE.  
Fine Eastern HAMS.  
Prime Eastern PASTON.  
Prime Smoked SALMON.  
Smoked HERRINGS.  
Boston MACKEREL.  
SALMON BELGIES.  
Family PIG PORK and BEEF in Kegs.  
Pickled OX-TONGUES.  
Boneless and Good Dry CODFISH.  
SAUERKRAUT in Kegs.  
Finest CAVIARE and SARDELLS.

Fresh APPLES.  
"No Plus Ultra" APPLE RINGS.  
BICKORY NUTS.  
PECAN NUTS.  
BRAZIL NUTS.  
PEANUTS.  
COMB HONEY in Frames.  
Pure Orange BLOSSOM HONEY.  
BROOKHAM'S TURKEY & TONGUE.  
Do. LUNCHEON TONGUE.  
Do. COMPRESSED HAM.  
L. McNEIL & LIBBY'S Compressed HAM.  
L. McNEIL & LIBBY'S Corned BEEF.  
L. McNEIL & LIBBY'S Compressed TONGUE.  
Green TURTLE, 1lb. and 2lb. tins.  
Boneless Spiced PIG'S FEET.  
Assorted Devilled MEATS.  
Baked PORK and BEANS.

CALIFORNIA CRACKER Co.'s GINGER OAKS.  
CALIFORNIA CRACKER Co.'s SODA BISCUITS.  
CALIFORNIA CRACKER Co.'s OYSTERS.  
WATER BISCUITS per Pound.  
OATMEAL in Casks.  
FRESH CORNMEAL.  
Cracked WHEAT.  
BUCK WHEAT.  
RYE FLOUR.  
HOMINY.

CUTTING'S Assorted JELLIES in Glass Pots.  
CUTTING'S Assorted DESSERT FRUITS.  
Do. QUEEN'S OLIVES.  
Do. PICKLED LIMES.  
Do. STUFFED PEPPERS.  
Do. ASPARAGUS.  
Do. Ass. Corned VEGETABLES.  
Do. Assorted PICKLES.  
Do. Assorted SAUCES.

White BEANS.  
Split PEAS.  
Mess' PORK and BEEF.  
BORDEN'S Condensed MILK (very fresh).  
&c., &c., &c.

CRONSE & BLACKWELL'S  
HOUSEHOLD STORES.

MULBOW'S  
Assorted German SAUSAGES.  
Do. Do. VEGETABLES.  
Long ASPARAGUS (very fine).

PHILIPPE & CANAUD'S  
SARDINES. Assorted PATES.

JOHN MOIR & SONS'  
Celebrated Family STORES.  
Game PIES, Veal and Ham PIES.  
Truffled SAUSAGES.  
Cambridge SAUSAGES.  
Bologna SAUSAGES.  
Pork SAUSAGES, SAVOIRS.  
SALMON OUTLETS (in Indian Sauce).  
HADDUCK ROES, Fried SOLES.  
Kipperd HERRINGS, BLOATERS.  
HERRINGS A LA SARDINE.  
OATMEAL, &c., &c.

BOOKS! BOOKS!! BOOKS!!!  
The Latest and most Popular  
NOVELS,  
BY FIRST-CLASS AUTHORS.  
DICTIONARIES,  
&c., &c., &c.

"Cable Coil," "Perfection" and "Empress of India."  
TOBACCOES.  
Specially Selected CIGARS.  
Cavite CHEROOTS.  
Princess CHEROOTS.  
Cavite CIGARS.  
Princess CIGARS.  
Arcoeros CIGARS.  
Vegueros CIGARS.  
Choice No. 3 Melas CHEROOTS.  
Choice No. 3 Fortin CIGARS.

REVOLVERS & RIFLES.  
Breech loading Central Fire FOWLING PIECES.  
Electro-Plated "British Bull Dog" REVOLVERS.  
SMITH and WESSON'S REVOLVERS.  
COLT'S DERINGER PISTOLS and REVOLVERS.  
CARTRIDGES, &c., &c.

Hongkong, October 18, 1879.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. ADAMSON, BELL & Co., to sell by Public Auction, (For account of whom it may concern,) ON  
**TUESDAY,**  
the 11th of November next,  
(Unless previously disposed of by Private Contract.)  
The British Barque  
"CHOCOLA,"

as she now lies at Anchor off YOW-MATEE. She was built of Oak and Elm at NANTES in 1868, and is well and favorably known on this Coast. She is well found in Sails and Gear generally, has 2 BOWER ANCHORS, each with 100 fathoms Cable; also 1 SPARE ANCHOR and 2 KEDGES. She has been recently opened for survey, and is still open for inspection.

For further particulars, apply to Messrs. ADAMSON, BELL & Co., or to the Auctioneers.

TERMS OF SALE.—As customary.  
HUGHES & LEGGE,  
Auctioneers.  
Hongkong, Oct. 11, 1879. no11

## PUBLIC AUCTION.

VALUABLE PROPERTY,  
SITUATE AT TAI-PING-SHAN,  
HONGKONG.

THE Undersigned has received instructions to sell by Public Auction, to be held on the Premises, on  
**SATURDAY,**  
the 15th day of November, 1879, at Noon,—

All those PIECES or PARCELS of GROUND registered in the Land Office as INLAND LOTS Nos. 206, 241b, 241c, 242b, 262, 263, and 264, upon which TWENTY-TWO CHINESE HOUSES now stand, in Four Lots, under the Direction of the Mortgagee, pursuant to a Power of Sale reserved in his Indenture of Mortgage.

**SALE LOT No. 1.**  
Consists of INLAND LOTS Nos. 206 and 264, containing 5,637 Square Feet. There are NINE CHINESE HOUSES on these Lots, which produce a Monthly Rental of about \$118. The Crown Rent on the whole being \$29.50 per Annum. Inland Lots Nos. 206 and 264 are held for unexpired terms of 999 years each. Three of the above Houses face Tai-ping-shan Street, and are numbered 28, 30, and 32. Three other Houses are on Caine Road, and are numbered 33, 35, and 37, and the remaining Three Houses on Sui Hang Lane, and are numbered 7, 8, and 10.

**SALE LOT No. 2.**  
Consists of INLAND LOT No. 263, containing 5,362 Square Feet, and comprising SIX CHINESE HOUSES, producing a Monthly Rental of about \$61. This Lot is held for an unexpired term of 75 years, which can be extended to 999 years. The Crown Rent is \$16.80 per Annum. The above-mentioned Houses face Sui Hang Lane, and are numbered 1, 2, 3, 4, 5, and 6. A Valuable Well of Water stands on this Lot.

**SALE LOT No. 3.**  
Comprising INLAND LOTS Nos. 241b and 241c, containing 1,700 Square Feet, upon which stands THREE CHINESE HOUSES, producing a Monthly Rental of about \$29. These Lots are held for unexpired terms of 75 years, which can be extended to 999 years. The aggregate Crown Rent is \$11.11 per Annum. The above Houses face Tai-ping-shan Street, and are numbered 22, 24, and 26.

**SALE LOT No. 4.**  
Comprising INLAND LOTS Nos. 242b and 262, containing 2,880 Square Feet, upon which there is standing FOUR CHINESE HOUSES, producing a Monthly Rental of about \$48. Inland Lot No. 242b is held for an unexpired term of 75 years, which can be extended to 999 years. Inland Lot No. 262 is held for an unexpired term of 999 years. The aggregate Crown Rent is \$6.96 per Annum. The above Houses face Tai-ping-shan Lane, and are numbered 5, 7, 9, and 11.

N.B.—Portion of the Purchase Money can be advanced by way of Mortgage on the Property at Moderate Rates.

For further Particulars, and Conditions of Sale, apply to  
Mr T. G. GLOVER,  
the Auctioneer, No. 7, Queen's Road; or, to  
Messrs BRERETON and WOTTON,  
Solicitors, 29, Queen's Road.  
Hongkong, Oct. 22, 1879. no15

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY,  
Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON,  
Solicitors, Supreme Court House, Hongkong.  
Hongkong, March 5, 1879. no1

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions from the Hon'ble C. B. PLUNKET, to sell by Public Auction, on  
**THURSDAY,**  
the 30th October, 1879, at 2 p.m. (owing to change of residence), at Fletcher's Buildings, No. 6, Queen's Road East,—

The whole of the  
HOUSEHOLD FURNITURE, &c.,  
comprising—

English-made Walnut Blue Rep-covered Drawing-room Suite. English-made Walnut Centre Table and Davenport. English-made Walnut Marble-top Cheffonier with Glass.  
Conversation Couch, Ottoman, Vienna Rocking Chair.  
Chimney Glasses, Engravings, Carpets, Hearth Rugs, and Ornaments.  
Teakwood Extension Dining Table, Sideboard, and Side Tables; Whatnots; Dinner, Dessert, and Breakfast Sets; Glass and Plated Ware.  
Teakwood Bedstead, Wardrobe, and Chest of Drawers.

English-made Mahogany Lady's Double-winged Wardrobe with Plated Glass Doors.  
English-made Mahogany Marble-top Washstand and Toilet Table with Glass, &c., &c.

Catalogues will be issued, and the whole to be on view on and after Tuesday, the 28th Instant.

TERMS OF SALE.—As customary.  
J. M. ARMSTRONG,  
Auctioneer.  
Hongkong, Oct. 25, 1879. oc30

AUCTION OF ELEGANT AND SUBSTANTIAL HOUSEHOLD FURNITURE, A BROADWOOD'S PIANO, SEWING MACHINE, SUPERIOR CUT-GLASSWARE, DINER SERVICES, ELECTRO-PLATED WARE, &c., &c.

LANE, CRAWFORD & Co. have received instructions from J. D. HUMPHREYS, Esq., to sell by Public Auction, at his Residence, over the Hongkong Dispensary, on  
**SATURDAY,**  
the 1st Nov., 1879, at 2 o'clock p.m.—

The whole of the  
VALUABLE ENGLISH, AMERICAN, and CANTON-MADE HOUSEHOLD FURNITURE,  
Comprising: Mahogany Drawing-room Chairs, Couches, Ottoman, Cabinets, Ladies' Chairs, Whatnots, Flower Stands, Marble-top Side Tables, Inlaid Walnut Work Table, Handsome Bohemian Vases; Mahogany Cottage Piano, by Broadwood; Canterbury, Mantel-piece Mirrors, Engravings, Window—Curtains, Carpet, Fender and Fire Irons, &c., &c.

Dining Table and Chairs, Arm Chairs, Whatnots, Handsome Dinner Service, and Dessert Service, Very Superior Electro-Plated Ware in Sets, Large Set of Finest Cut-Glassware, Sideboard, Rosewood Book-Cases with Chubb's Locks, Embroidered Screen, Kerosine Lamps, Clock, Calcutta Matting, &c., &c.

Iron Tubular Bedsteads with Horse-Hair and Spring Mattresses, Double Hanging Wardrobes with Chubb's Locks, American Walnut Toilet Tables and Washstands, Toilet Mirrors, Sewing Machine, Bed-room Chairs and Couches, Mahogany Chests of Drawers, Cheval Glass, Child's Cot, &c., &c.  
Flower Pots, with Choice Plants, &c., &c.  
Catalogues will be issued, and the whole to be on view on and after Friday, the 31st Instant.  
Hongkong, Oct. 27, 1879. no1

NOTICE TO CONSIGNEES.  
S. S. "SUMIDA MARU" FROM KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after To-morrow, the 28th Instant, will be landed and stored at Consignees' expense and risk.

MITSU BISHI MAIL S. S. Co.,  
6, Queen's Road Central,  
Hongkong, October 27, 1879.

NOTICE TO CONSIGNEES.  
BRITISH BARQUE HARRINGTON, FROM ANTWERP.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, October 7, 1879. tf

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALEXANDER YEATS, Canadian ship, Capt. J. W. Dunham.—P. & O. S. N. Co.  
H. UPMAN, German barque, Captain H. G. Weber.—Edward Schellhaus & Co.  
BETHROVEN, German barque, Captain Haje.—Melchers & Co.

SOUTHERN CROSS, American ship, Capt. Glibbe.—Captain.

HARLE BOLMER, British barque, Capt. J. Wm. Millican.—Vogel & Co.

ANNE S. HALL, American barkentine, Capt. Chas. H. Nelson.—Wieler & Co.

Following so closely upon the retention of half of the \$11,000 fine imposed upon the Hongkong, Canton and Macao Steamboat Company, the recent action of the Executive against the Hongkong & Whampoa Dock Company is probably unprecedented in the annals of Colonial administration. The indiscretion exhibited by His Excellency the Governor, and his apparent hostility to the community as shown by his public acts, are becoming even more marked and are now arousing a feeling in the minds of Colonial residents stronger even than that called forth at the public meeting of October last. We are beginning to think that either this community do not comprehend Mr Pope Hennessy, or that Mr Pope Hennessy has utterly failed to understand this community. When Mr Hennessy first came amongst us, he was credited with the slightly "Corked" observation that he had never seen a community of higher intelligence anywhere. We were to depart from our midst to-morrow, this estimate, we are afraid, would be sadly altered; and yet it cannot be alleged with truth that the community has done anything to deserve such modification of the high encomium it at first received. Things are all out

## SHIPPING.

## ARRIVALS.

Oct. 27, Louise Scheller, German barque, 408, H. Klocking, Swatow Oct. 25, Ballast.—WHEELER & Co.

Oct. 28, Yang-tai, French steamer, 2400, Pellegrin, Shanghai Oct. 25, Mails and General.—MESSAGERIES MARITIMES.

Oct. 28, Hwai Yuen, Chinese steamer, 984, O. Wilson, Shanghai Oct. 24, 7 p.m., General.—O. M. B. N. Co.

## DEPARTURES.

Oct. 28, Bellona, for Swatow.  
28, Lata, for London.  
28, Alby, for Amoy, &c.  
28, Hwai Yuen, for Canton.  
28, Stentor, for Amoy and Shanghai.

## CLEARED.

Emmy, for Amoy and Manila.  
J. A. Borland, for New York.  
Amoy, for Macao.  
Kwangchow, for Hoilow.  
Triton, for Hamburg.

## PASSENGERS.

## ARRIVED.

Per Yang-tai, from Shanghai: for Hongkong, Messrs P. Kistler, R. Colgate, Joseph C. Hughes, Mr and Mrs White, and 8 Chinese; for Macao, Mr and Mrs Welch and child, Mr T. H. Bell, Mrs L. and son (wife and son of Chinese Minister at Berlin), Mr Secretary and Mrs Kai Chin Yin and child, Mrs Kregger and child and 5 servants.  
Per Hwai Yuen, from Shanghai, 179 Chinese.

## DEPARTED.

Per Bellona, for Swatow, Messrs Collings and Parker, and 209 Chinese.  
Per Stentor, for Amoy, Mr and Mrs White, Mrs Howard, child and amah.  
To DEPART.

Per Emmy, for Amoy, 128 Chinese.

## SHIPPING REPORTS.

The Chinese steamer Hwai Yuen reports: Fresh northerly winds and squally to Chapal Island, thence to port fresh northerly winds and cloudy. Passed four gunboats off Chapal Island on the 27th at 4 a.m. bound North.

## POST OFFICE NOTICES.

## MAILS will close:—

For SWATOW, AMOY, & FOCHOH.—Per Douglas, at 5 p.m., on Wednesday, the 29th inst.

For HOIHOW and HAIPHONG, (with Mails for Pakhoi and Hanoi).—Per Hae-shin, at 9.30 a.m., on Thursday, the 30th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—Per Ocean, at 3.30 p.m., on Thursday, the 30th inst., instead of as previously notified. (12 cent rates.)

For SAIGON.—Per Atlanta, at 2 p.m., on Friday, the 31st inst.

For BANGKOK.—Per Dale, at 5 p.m., on Friday, the 31st inst.

For HIGO, YOKOHAMA (AND NAGASAKI).—Per Sumida Maru, at 3.30 p.m., on Saturday, the 1st Nov.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

OF  
MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 9.45 p.m.

## THE CHINA MAIL.

HONGKONG, TUESDAY, OCT. 28, 1879.

FOLLOWING so closely upon the retention of half of the \$11,000 fine imposed upon the Hongkong, Canton and Macao Steamboat Company, the recent action of the Executive against the Hongkong & Whampoa Dock Company is probably unprecedented in the annals of Colonial administration. The indiscretion exhibited by His Excellency the Governor, and his apparent hostility to the community as shown by his public acts, are becoming even more marked and are now arousing a feeling in the minds of Colonial residents stronger even than that called forth at the public meeting of October last. We are beginning to think that either this community do not comprehend Mr Pope Hennessy, or that Mr Pope Hennessy has utterly failed to understand this community. When Mr Hennessy first came amongst us, he was credited with the slightly "Corked" observation that he had never seen a community of higher intelligence anywhere. We were to depart from our midst to-morrow, this estimate, we are afraid, would be sadly altered; and yet it cannot be alleged with truth that the community has done anything to deserve such modification of the high encomium it at first received. Things are all out

of joint, and we cannot think the reason is to be found in ourselves, but "in our stars," that it is so. It may not be known by Mr Hennessy—although his few friends cannot be accused of lack of zeal in his cause—that the extremely sensible action of the Magistrate (Mr Plunket) has saved the Head of the Executive and the Colonial Office from a memorial and probably a London deputation. This is, to speak advisedly, the natural inference because the success of an action like that threatened against the Dock Company, upon the pretext raised, would most certainly have called forth the strongest representations against the Administration of which—the citizenship of an English Crown Colony could be found capable. His Excellency therefore owes a debt of gratitude to Messrs Plunket, Haylar and Brereton, for the valuable services rendered in this matter of the steam-tug Fame, which it is hoped he will sufficiently realize and acknowledge. We do not purpose discussing the facts of the case itself; these may be found in the report elsewhere. But when it is borne in mind that this was a Government prosecution against the foreign community, it becomes clearly apparent to us—knowing the rules of journalistic criticism as we do, and having been much exercised of late as to how far they would permit the expression of honest opinion—that the subject goes beyond public comment. Veracious prosecutions based upon quibbling technicalities are not at any time the most advantageous form of promoting the local enterprise of a Colony; the prosecution of the Dock Company in this case, with all its surrounding circumstances, is not calculated to raise the dignity or to enhance the reputation of the Administration of Hongkong. Probably, therefore, the less said about it the better.

tory, 100 of the 23rd Pioneer, and two squadrons 5th P. Co. to advance by the right of the gorge. After an obstinate resistance, Major White succeeded in driving the enemy off the main hill, and later in the day captured twelve guns. Our losses were three Highlanders killed, six wounded, and a man of the 6th Punjab Cavalry killed, two wounded, and the 9th La'ers wounded. General Baker with the 72nd Highlanders, a wing of the 5th Goorkha, 100 of the 5th P. Co. and the remainder of the 23rd Pioneer, with four guns of No. 2 Mountain Battery and two Gatlings, made a turning movement to the left and was soon hotly engaged. He reports that the advance of the troops was made to his entire satisfaction, height after height being carried in gallant style. Our loss was Captain Young of the 6th Punjab Infantry and D. Duncan of the 23rd, Lieutenant Ferguson, 72nd, wounded, and about 70 men killed and wounded. The enemy's loss is unknown, but it must have been considerable. They fled in great confusion and lost two standards. We have a strong picket posted, as large numbers of the Gilaes are still in the neighbourhood; but I hope to-morrow to be able to march to within a short distance of Cabul. The Amir states the Bala Hissar is no longer in possession of people he can trust, and his family have moved to the city. The headmen of Chardab, a suburb of Cabul, have asked if they may pay their respects to me. Others will probably follow their example, and I am sanguine that the country will quiet down now that people see opposition is useless. But at present there is very great excitement in the city and country generally. I received the greatest assistance throughout the day from the army signalling under the direction of Captain Stratton of the 22nd Regiment.

## LOCAL AND GENERAL.

The next FRENCH MAIL may be expected here on or about Wednesday, the 29th inst. (to-morrow) by the M. steamer Djennah.

The next INDIAN MAIL may be expected here on or about Saturday, Nov. 1, by the Calcutta steamer Venice.

The next ENGLISH MAIL may be expected here on or about Saturday, Nov. 1, by the P. & O. steamer Teheran.

The next AMERICAN MAIL may be expected here on or about the 4th proximo, by the P. M. steamer City of Tokio.

We are informed by Messrs Adamson, Bell & Co. that the British steamer Fleura Castle left Singapore for this port to-day (28th).

Owing to one Magistrate only sitting in the Police Court to-day, and to the fact that his time was taken up with a case of much importance at the Harbour Office, the Court will probably sit till a late hour this evening.

INTELLIGENCE has been received by the Agent here with regard to the break-down of the P. & O. steamer Australia, that she has been towed into Plymouth with a broken shaft. The Pekin was to leave thence on the 25th with the mails.

The Volunteers held a parade for Gun drill at Murray Battery last night at 8.45, under Captain Grant, and it is intended to hold a similar parade on Thursday evening. To-morrow at the same hour a parade will take place at the gun sheds, North Barracks, of those who have drilled with the 7th Field guns, which it is intended shall be taken on to the Garrison Parade Ground, for inspection by the Commandant of the Corps.

INTELLIGENCE has been received here by the Agent of the P. & O. Co. that the steamship Hindostan, Captain M. W. Hazellwood, R.N.R., has been wrecked at Madras. The Hindostan, a sister ship to the Deccan, was a large and powerful steamer, built only a few years ago, and was specially fitted up for the comfort and accommodation of passengers. She was a vessel of 3,186 tons burthen and 600 H. P., and at the time of this mishap was on the passage from Southampton to Calcutta with mails and passengers. No information has been received as yet respecting the safety of those on board, or of the mails and cargo.

## LATE TELEGRAMS.

The following telegrams appear in the Rangoon Gazette, and as they are the first which give a narrative of General Roberts' proceedings before entering Cabul, they will be found interesting:—

Simla, Oct. 6, 10 a.m.—General Roberts from Charassia telegraphs through Shuter-gardian thus: Charassia, 6th October, 8 p.m.—Reconnoitring parties sent out on all the roads to Cabul at daybreak this morning. It was reported that the enemy were advancing in great force from the direction of the city; the parties had to retire, and soon afterwards the high range of hills intervening between Charassia and Cabul were crowded with troops and the city people, while parties of Gilaes appeared on the hills running along both flanks of the camp, and reports were received that the road to Zhidabad was threatened along which General Macpherson was advancing with large convoys of stores and reserve ammunition. Warning was sent to General Macpherson, and some assistance in cavalry. It was absolutely necessary to carry the heights in front before the evening, and General Baker was entrusted with this very difficult duty, which he completed in the most admirable manner. He sent a party under Major White, 92nd Highlanders, consisting of a wing of that regiment, three guns of the 93rd A. bat-

London, Sept. 27.—The death is announced of Field Marshal Sir William Rowan. The troopship Juma sailed from Portsmouth yesterday with 2,000 recruits on board.

London, Sept. 29.—The Russian expedition for surveying and exploring the country and rivers between Samarkand and Amudarya started on 17th August.

Simla, Sept. 29.—General Roberts will probably send forward to Cabul a proclamation to the effect that the British Army is advancing to take possession of the place, and warning all peaceably disposed persons who have taken no share in the attack on the Residency and plundering of it and the city to take immediate steps for their personal safety and that of their women and children, and that persons after receipt of the proclamation found armed in or near Cabul will be treated as enemies.

Berlin, Oct. 2.—The North German Gazette publishes an article replying to one in the Golas respecting Russia's isolated position, and states that Russia's position is only isolated if Russian action compels Germany to seek supporters of a pacific policy elsewhere. The Sultan has expressed to the Austrian Ambassador at the Porte his desire of a Turco-Austrian alliance.

London, Oct. 2.—The Bristol bench of magistrates have dismissed the charge of fraud brought against Payne, one of the directors of the West of England Bank; the case against the other directors is still proceeding.

Simla, October, 3.—The Amir and his advisers strongly urge delay, he fears his own troops may sack the Bala Hissar on hearing of our approach. He has only one regiment of trustworthy Afghans and never contemplated the British force would reach Kabul this season; and is surprised at the rapidity of our movements. Advance will not be delayed. General Gough, with Guides and four mountain guns, has reached Basawur. Country quiet. Governor of Jellalabad has promised assurance (assistance?); his agent has instructions to warn tribes to abstain from acts of hostility. Officials have told villagers to send in supplies, which they are doing. Communication with Shuter-gardian being strengthened. Major St. John with General Hughes' column reached Kajati Gilaiz twentieth September. Arrangements made by Sirdar Sher Ali Khan for supplies on road and for post excellent. Sirdar Muhammad Tahir Khan met Major St. John outside fort; has collected some supplies, grain abundant, but fuel and forage scarce. Country apparently quiet, caravans arrive unmolested from Kabul. Thermometer below freezing point at night; early and severe winter predicted.

## A COLLISION CASE.

S.S. "AMOI" AND A CHINESE JUNK.

A Marine Court of Inquiry assembled at the Harbour Master's office at 10 o'clock to-day to make inquiry into the circumstances attending the collision between the British steamship Amoy (official number, 68,490 of London Master, George Henlon Drewes, number of whose certificate of competency is 475, of Hongkong) having collided with the Hongkong licensed fishing junk No. 1845, on the 2nd Oct., 1879, and caused the death of six persons.

The Court consisted of C. V. Creagh, Esq., Acting Police Magistrate; H. G. Thomsen, Esq., a.n., Harbor Master; H. L. Dalrymple, Esq., Unofficial Justice of the Peace; E. Burnie, Esq., Government Marine Surveyor; and E. B. Baker, Esq., Master, British ship Star of China.

G. H. Drewes, sworn, states:—I am master of the Amoy. My cabin is on the bridge abut the wheel-house. I had gone in to get some sleep. At about 1 a.m. on the 3rd inst. I went out to the deck. I saw the first and second mates, and asked why they were there. They said they had collided with a junk at 12.10 a.m. They said the cat-and-fish davis had taken the masts out of the junk. I asked why I was not called and that the whistle was not blown. They did not think of calling me as they were amongst so many junks. They said they were afraid to blow the whistle, and that no damage had been done with the exception of the masts being knocked away. My ship, while I was talking to the mates, was going 9 to 10 knots. I offered to go back, but they protested that no damage had been done. Some



Agents have offered the junk men that sum, which, I believe they are willing to accept.

J. J. Sullivan, sworn, states:—I am second mate of the *Amoy*. I had the first watch from 8 to 10 on the 2nd Oct. The ship was bound to Hongkong, steering W. by S. going 8 knots. One man was on the raised forecastle. A quarter-master was with me on the bridge. The weather was fine and nearly calm. The moon set at 11.30 p.m. We passed a large number of junks in the first watch going to sea. We altered course several times to clear them. At about 11 p.m. I called the attention of the engineer on watch. I passed a barque on her port side. While passing the barque a fleet of junks was crossing my bows, standing seawards. I could not port my helm to pass under their sterns as I should then have run into the barque. I put the helm hard to starboard to keep clear of the barque. The first mate then came on deck. A junk was 4 points on our starboard bow. The first mate stopped the engines. After the engines were stopped we were going a knot to 2 knots an hour. The junk on our starboard bow struck us about 20 ft. abaft the stem. Our cat-and-fish davits were in their places. I went to the forecastle, and the look-out man told me that he had shouted to the junkmen to go about, but that they were apparently asleep. A quarter-master and some sailors were at the wheel. I followed the junk along the deck until the junk was clear of the propeller. I saw that the masts were knocked out of the vessel, but she did not seem to have suffered greater damage. I did not blow the whistle, because I thought, I might confuse the junks that were about. I did not call the Captain, as I did not see the necessity of doing so. The engines were not backed to stop the ship's way. The sails were aback as the ship had been brought head to wind. I don't know how the ship's head was when the collision occurred.

F. P. Anlin, sworn, said:—I am Chief mate of the *Amoy*. At midnight, 2nd and 3rd Oct., I was called to relieve the deck. When I got on the bridge I heard the second mate give orders to "hard a starboard." I saw we were in the middle of a fleet of junks. I saw one that could not clear us unless she altered her course. She had no lights. (The rest of this witness's evidence was corroborative of that given by the second mate.)

Hung Afook, seaman on the *Amoy*: I went on watch at 12 midnight. He did not see the collision. I was on watch on the forecastle; it was a fine night; there was a little rain, lasting about 2 minutes. I have been over 14 months on board, and do not know port from starboard. The junk struck the steamer on the starboard side. The bow of the junk struck the steamer; I do not know what damage was done. The junk was not damaged. I do not know whether any ropes were broken. The foremast of the junk was broken, none of the other masts were broken. I did not see if there were any persons on the junk. It was night. I saw a barque on the starboard side some distance off. I heard people on the junk screaming, but could not see them. As soon as the junk struck the steamer I saw there were people on board and heard them scream. I now say I did not hear them scream, and I did not see them. This witness was cautioned about telling lies.

Easen, a quarter-master on board S. S. *Amoy*, said: I was on watch on the bridge from 8 to 12 on the night in question. I was on the lookout for vessels and junks. I saw a junk about 12 o'clock. I saw no other junks during the first watch. At 10 minutes past twelve I saw a barque on the starboard bow. One junk stood close on to the *Amoy*. The order was given "hard a starboard" when the junk was seen. The Chief Officer ordered the engine to be stopped. They were stopped. The junk's bow struck the steamer on the starboard side. The junk's foremast was broken but not the mainmast. The Chief Officer was on the bridge, but did not order witness to call the Captain.

Ho Fung, master of a fishing junk bearing a Hongkong licence 2814, said: I sent in a petition to the Governor. The junk is now at Sow-ki-wan. I was on board my junk in company with the one that went down. I am owner of junk 2814. The other junk carried a Hongkong licence, No. 1645. Ho Shung Hoi, witness's father, was owner. There were 14 persons on board the junk. Some were relatives; my wife, one son and one daughter, one sister unmarried, and a brother-in-law and eight seamen. The lost junk was my grandfather's, who left it to my father. About 11 p.m. 2nd instant my junk was sailing in company with my father's junk. We were not fishing at the time. The two junks when not fishing always keep in sight of each other. I saw a steamer come down upon my father's junk. The wind was E. I was standing out to sea, and my bows were S.E. I was about 50 chong (160 yds.) from my father's junk when I saw her run down. I had no light, the other junk had. It is customary that when two junks sail together one only shows a light. I saw the steamer strike the junk amidships on the port side. The junk was instantly capsized, turned upside down. The moon was up at daybreak. The steamer continued her course after the collision. I immediately went in a small boat and tried to pick up those who were drowning. When I got to the wreck the steamer was far away from me. No other junk rendered assistance. I picked up twelve cousins. There were some junks close by, but they gave no assistance. Of the junk's crew, six persons were lost—my father and mother, 1 niece, 2 nephews and 1 seaman were lost. The day before the collision I saw these persons on board.

Qua Fung Tsai, a fisherman who was on board the junk when it went down:—I was sleeping in the hold. The junk belongs to my father and of course I am disinherited. In a fishing junk it is only one who comes on deck, the steerman. All the others go to sleep. Heard the steerman shout out, got up the hatch-way and saw the steamer strike the junk. He was not in the same place with his father and mother. The junk when struck turned over directly. The steamer did not stop; last witness saved his life.

Taung Ye Hui:—I was steerman of the junk that was sunk. There were five or six persons on deck besides myself when the collision occurred. They were awake. I shouted out that a steamer was coming and then these men came up. We carried a light on the aftermast. It was raining heavily and continued for half an hour. I only saw one light, a yellow one; as soon as I saw the light the steamer struck. There was no one else on the look-out. The steamer

struck the junk with her bows on the port side, and the junk capsized.

Mr Sullivan re-examined:—About 11 p.m. I rang the telegraph to tell the engineer to stand-by as there were a number of junks near us. When we were clear I put the steamer full speed.

The Court was then cleared, and reopened in the course of an hour. The decision of the Court will not be published till after the Governor's approval.

#### Police Intelligence.

(Before the Hon. C. B. Plunket.)  
Tuesday, Oct. 28.

#### THE CASE AGAINST THE STEAM-TUG FAME.

ALLEGED BREACH OF THE COLONIAL VESSEL REGISTER ORDINANCE.

SUMMONS DISMISSED.

Alexander Stopani, master of the S. S. *Fame*, was charged for that since the 24th day of August 1869, being in command of the British owned vessel called the *Fame*, he unlawfully did trade within the harbour of this Colony, without complying with the requirements of Ordinance No. 4, of 1865, entitled "An Ordinance to establish a proper system of registration for Colonial Vessels;" and also unlawfully did neglect to produce the register of the said vessel to be endorsed as required by sections 5, 9, and 10 of the said Ordinance.

The case was to have been taken at 12 o'clock, but at the request of Mr Brereton, it was postponed till 2 o'clock, by which time it was expected that Mr Oresagh who was engaged in another Court would be free to take it up. At two o'clock Mr Oresagh was still engaged, and as had been arranged before-hand, Mr Plunket proceeded with the hearing.

Mr E. Sharp, Crown Solicitor, prosecuted on behalf of the Crown; and the Captain of the *Fame* was defended by Mr T. C. Haylar, Q.C., instructed by Messrs Brereton and Wotton, Mr Brereton appearing.

Mr Sharp, in opening the case, said this was a summons against the master of the steamer *Fame* for an infringement of certain provisions of Ordinance No. 4, of 1865, which was "An Ordinance to establish a proper system of registration for Colonial Vessels;" There were several sections under which the prosecution said he had rendered himself liable. By Section No. 1 it was provided that "from and after the passing of this Ordinance no ship or vessel whatsoever owned by a British subject shall be at liberty to trade in any of the harbours of this Colony unless in the case of an outward trading ship or vessel she be provided with a certificate of registry, in conformity with the Imperial Acts of Parliament in that behalf; and in the case of a China trading ship or vessel she has in all respects complied with the requirements of this Ordinance."

The Magistrate: Then, I suppose, this is what you call a China trading ship?

Mr Haylar: No; I deny that entirely.

Mr Sharp: Yes; it is not only the proper mode of describing the vessel, but by solemn declaration which I hold in my hand she is so defined. But that will be matter for argument.

The Magistrate: You bring this action against the *Fame* as a China trading ship?

Mr Sharp: Precisely. The next section, under which she is summoned is No. 5, by which it is provided that "the register of every Colonial registered ship or vessel shall be produced once at least every six months to the Harbour Master, who shall endorse the date of such production on such register, upon pain of forfeiture of such production of the forfeiture of such register, unless satisfactory cause for such non-production be shown to the Colonial Secretary."

The Magistrate: For what term is the original register?

Mr Sharp: By Sec. 10, Your Worship will see "for one year from the date of such register and no longer."

The Magistrate: The original fee?

Mr Sharp: \$25.

The Magistrate: Yes, I see, and \$10 for renewal.

Mr Sharp: And there is in addition a fee of \$25 for the Harbour Master's certificate without which no register can be obtained. Coming now to the facts of the case against the defendant, he would be able to prove, Mr Sharp continued, that on the 26th August 1865, this steamer *Fame* was registered under this local Ordinance. There was, as his Worship would see, the Imperial and local Ordinances under either of which she could be registered. There were very serious fines and penalties imposed, as his Worship would see, for non-registration. With regard to this Colonial Ordinance it had been passed for the convenience—

Mr Haylar: What serious fines and penalties are there imposed for non-registration?

Mr Sharp: There are such imposed by Sec. 19 of the Merchant Shipping Act.

Mr Haylar: I never heard of them before, I must say.

Mr Brereton: You can stop her clearance; that is all.

Mr Sharp, proceeding with his statement, said this vessel was registered in the name of Mr Douglas Lapraik and Mr Thomas Sutherland, the latter now one of the Managing Directors of the P. & O. S. N. Co.

Mr Haylar: And Mr Lapraik is dead and gone long ago.

Mr Sharp: Are they declared owners as representing any company or partnership?

Mr Sharp: On the contrary, they solemnly declare that no one else has any interest in the vessel.

His Worship: And one of them has been dead for some time. I am to take it for granted, I suppose, that this register has been regularly produced to the Harbour Master every six months and regularly renewed every year?

Mr Haylar: No, No, Your Worship. I think not. Better take nothing at all for granted.

Mr Sharp: The signatories of this bond, Mr Douglas Lapraik, and Mr Sutherland, set forth in their bond that the *Fame* is a vessel designed for trading with China; in 1865.

His Worship: Had they been running her before then without a license?

Mr Haylar: No; I fancy she had just come out.

His Worship: What was she engaged in then?

Mr Haylar: The same as she is doing now. She was there in the harbour, towing ships and anything else the Dock Company have for her to do.

His Worship: Is that trading?

Mr Sharp: That is a question I hope to deal specially with presently.

His Worship: They must have thought it was trading else they would not have taken out this license. They must have thought they had to take out this license or they would not have done so. You say her regular employment has been towing vessels in the harbour?

Mr Sharp: I don't say so; but I say that any business of that kind done for money is trading.

His Worship: Are these lighters in the harbour, for instance, which deliver goods from vessels—are they traders?

Mr Sharp: I should say they are traders.

His Worship: Are they licensed?

Mr Sharp: If your Worship will refer to any authority or dictionary on the subject, it will be easy to define what trading is.

His Worship: I don't think there is any special dictionary on the subject. I have none.

Mr Sharp: They elected to register the ship under this Ordinance, and her register has been going on ever since. The fresh endorsements required by the Ordinance were made, as was to be shown by the book of register kept in the Colonial Secretary's Office, and the same record showed, as did the certificate of register which remained in the Captain's hands, that the register was from time to time renewed according to section 10, and everything was done and shown by the *Fame* to prove that she was registered and recognised as under this Ordinance until the 23rd August last, when the last renewal, signed by the Governor on the 23rd September 1868, expired.

Mr Brereton: A month after her license expired.

Mr Sharp: According to the provisions of the Ordinance it ought to have been presented to the Colonial Secretary one week before the date of expiration of the twelve months, for renewal. This was not done, and I don't suppose these proceedings would have been taken unless on former occasions there had been a neglect in carrying out the provisions of the Ordinance with regard to this same register; in fact, it might have been overlooked. But because of this I am now instructed to take these proceedings.

Mr Wodehouse will produce the Register kept in the Colonial Secretary's office, or rather a certified copy, which under another Ord. was to be taken in any Court as equivalent to the Register itself. The copy was certified by the Colonial Secretary (Sec. quoted). I put it that the Register speaks for itself; it shows all the endorsements made, and renewals; and I shall put Mr Wodehouse in the box, and ask him as to all the endorsements and declarations which he will produce regarding this ship. These papers with his evidence will speak for themselves and will really complete my case; but I shall also call other evidence to prove that she has been lying in port and has been towing vessels and has been trading in the waters of this Colony since the 23rd of August without any register whatever.

Mr Wodehouse, put in the witness-box, produced the following documents:—

1. The original registration dated August 23rd, 1865.

2. The Harbour-Master's certificate on which the vessel was registered; dated 26th July, 1865.

3. The declaration required by the Ordinance Sec. 2, in which it was set forth that the vessel was designed for trade with China and none other; and, also,

4. The bonds executed by Thos. Sutherland and Douglas Lapraik and two sureties whereby they bound themselves to at all times comply, on behalf of the *Fame*, with all the provisions of Ordinance No. 4 of 1865.

Mr Haylar: I have not seen this bond until now. What is it? Who are the parties to it? (Show the bond) I take an objection to the admission of this bond inasmuch as it has nothing whatever to do with the case; it has nothing whatever to do with Mr Stopani, and cannot therefore be admitted.

The Magistrate: Why do you not object to the admission of the other documents?

Mr Haylar: They are entirely on a different basis. Here is a bond signed by Mr Douglas Lapraik, and Mr Thomas Sutherland in 1865, now sought to be used as evidence against my client, the Captain of the *Fame*, a gentleman named Stopani. It is one of the commonest axioms of law that the parties to a bond are the parties to be sued under this bond. The signatories are the parties to be sued under this bond if Mr Sharp wants to sue under it. I presume we are being sued under this bond if Mr Sharp wants to put it in.

Mr Sharp: Mr Stopani is the defendant in this suit merely as the Agent of the owners.

Mr Haylar: One of the men to the bond is dead and under the ground, and you want to bring Mr Stopani in under the bond.

His Worship: The only charge against Mr Stopani is that he has been trading in a vessel having no license; that is how the case strikes my mind. If any license were in existence, then some one might be liable under the bond.

Mr Sharp: I must put it in. I really desire to put it in. It is a portion of the complete case I desire to lay before the Court.

His Worship: You can put it in so far. You can put it in to show me the whole history of this vessel, and when the question arises as to how far it at all can be used against Mr Haylar's client, the question can be argued.

Mr Sharp: We are not suing on the bond.

Mr Haylar: You are apparently trying to recover a penalty on the bond.

The Court: If there is any case against the present defendant, it must come under Sec. 1.

Mr Sharp: Then, presuming there is an infringement under Sec. 1, the 11th section provides for the penalty to be imposed for the same; the words "for any infringement."

The Court: That will be argued, I have no doubt. You can put in this bond as part of the history of the *Fame* for the last 7 or 8 years.

Mr Haylar: Twelve years.

Mr Brereton: Fourteen, your Worship (a laugh).

Mr Haylar: If the bond is only put in so far, I withdraw my objection: If it is attempted to use it for any other purpose—

His Worship: It will then be open to question.

Mr Wodehouse: I produce the bond already mentioned and the usual declaration of ownership. The certificate of register corresponding to this register of the *Fame* has not been produced to the Colonial Secretary's office for renewal since the 23rd August last, to the best of my knowledge.

ledge. The register is kept in my office. I should have known of it had it been produced, I believe.

Mr Brereton: It was not presented until the 14th October.

The Magistrate: Then the *Fame* is in the position of a ship without a register.

Mr Haylar: We have had no register since the 23rd August; that's quite correct.

Mr Brereton: We have not had any for two years, in fact.

Mr Wodehouse: (To the Court) The fee is \$10 for renewal.

Inspector Mathieson: I am in charge of the Water Police. I have seen the *Fame* towing and steaming about in the harbour since August 23rd. On the 4th inst. I saw her towing the *Victor Emanuel* (H.M.S.). I have seen her almost every day, and have taken no particular notice of dates. This morning I saw her towing the *Ocean* from the Kowloon harbour to a buoy in the centre of the harbour. I cannot swear I have seen her every day, but I have seen her very often. I cannot recollect any other dates than that I have given.

To the Court:—I have never seen her employed in any other way than towing, only in 1874 I saw her bringing in some shipwrecked people.

W. Speechly: I am boarding officer attached to the Harbour Master's Office. I have seen the *Fame* steaming in the harbour on several occasions, since the 23rd August. On the 29th September I saw her towing a vessel towards Green Island as if going out of the harbour. I have been on board the *Fame*. I know she is used as a tug-boat. I never saw or know her being used as anything else.

Mr Sharp: Have you seen her plying between here and the Docks?

Witness: Not if you mean plying for hire.

Mr Sharp: Have you seen her crossing and recrossing to and from the Docks?

Witness: I have seen her going across for a ship and then tugging her over.

Mr Haylar: She is generally looked upon as a tug-boat?—Certainly.

The Court: Unless she was very flagrantly contravening the law she could not have been trading with China without a clearance from your office?—Certainly not.

Mr Haylar: As a matter of fact we never applied for a clearance.

Mr Sharp: I admit that.

Capt. Conner of the *Hainan* was called as a witness for the prosecution, but did not answer to his name, and to do away with the necessity for an adjournment, or for more witnesses being examined after the Court had heard him, (to which course he was quite ready to submit) Mr Haylar said he was perfectly willing to admit that the *Fame* left here on Saturday and proceeded to St. John's Island, which is South of Macao, that she there picked up the str. *Hainan*, whose shaft was broken, and towed her into port, arriving here on Monday morning. This was done in the way of business.

Mr Sharp: Money was received for the service rendered?

The Court: I have got it down,—"in the way of business."

Mr Haylar: I am perfectly willing to try the case on the fairest basis,—as to what the *Fame* has done. She has towed ships, distressed ships and others, and been paid for it. Everything a tug could lawfully do she has done.

Mr Sharp: And I suppose you will admit she carries goods backwards and forwards to the Docks.

Mr Haylar: I will admit nothing of that kind, although I don't think it would make the slightest difference; the summons is wide of the mark anyhow.

Mr Sharp: But does she not carry goods, materials, to the Docks?

Mr Brereton: We will admit she carries coals for her own consumption, then (a laugh).

Case for the prosecution closed.

Mr Sharp submitted that without the last two witnesses, that is resting solely on the documents that had been put in and the evidence of Mr Wodehouse, his case was completely made out, unless his learned friend could produce a register on which the endorsements appeared according to the Ordinance.

The Court: That is with an endorsement later than 23rd Nov. last year.

Mr Sharp, continuing, said that unless his friend could do that he submitted that the case he undertook to prove against the defendant was made out, under Sections 5 and 10, which he would take fit, and certainly under Sec. 1.

The Magistrate: We have had no evidence whatever, Mr Sharp, of the certificate not having been produced to the Harbour Master.

Mr Sharp: Where is the endorsement? There has been none.

The Magistrate: There has been no evidence on that point. The Harbour Master's office you had here said nothing about it. The Ordinance does not say it shall be entered in the Register at the time. You have brought nothing and nobody to prove it.

Mr Sharp: It is for the defendant to prove he has produced it; by showing the endorsement.

His Worship: You could have subpoenaed the Harbour Master. You have proved no infringement under Section 5.

Mr Sharp: The Harbour Master has no regular record of the registers produced to him.

His Worship: That makes it the more difficult to prove this one has not produced, perhaps; but the Court has nothing to do with that. I have evidence before me the register was not renewed, if that is any good. You must satisfy my mind on everything, you know. I have never had a case like this before, and you must tell me all about it.

Mr Brereton: This is the first case of the kind there has ever been in Court.

Mr Sharp: I say the evidence is sufficient if it is shown, and your Worship says it has been proved to your satisfaction, that she failed to renew her register. The 11th Sect. provides certain penalties for any offence, not for some offences only under this Ordinance, but for any offence whatever under this Ordinance.

The Magistrate: The question which forces itself on my mind is this,—can a vessel not take a license or register out for a year or two, or three years, and drop it whenever she likes? Is it not like a man who takes a license for a house; it may be a conditional license that if he does certain things he shall be entitled to a renewal of it by endorsement simply at the end of the year? Is he bound to renew it at the end of the year? In the case now before me all four with this? Can you show me any reason or any authority or any condition in the Ordinance which pre-

vents him dropping it at the end of the year, and that without any notice whatever? It seems to me, unless you can prove I am wrong on this, you will have to confine yourself entirely to section 1. It comes to be purely a charge against Mr Stopani of trading without a register.

Mr Sharp: But they have elected to register under this local Ordinance, and their observance of the Ordinance they have elected to register under—

Mr Haylar: Must go on for ever, I suppose. Strange argument.

Mr Sharp: No. Until the vessel can produce her register under the Imperial Act.

His Worship: Let me put it this way. A woman registers herself as a prostitute for a year. After her year is out could you prosecute her under the C. D. Act?

Mr Sharp: No, but the cases are not analogous.

His Worship: Then, how long is your register to continue; as long as the ship lasts, or what?

Mr Sharp: As long as they elect to come under the local Ordinance.

His Worship: It seems to me they have elected not to come under it any longer.

Mr Sharp: Then I submit confidently she has brought herself under Sec. 1.

Mr Haylar: What? Trading with the Coast Ports of China?

Mr Sharp: No, not the Coast Ports of China; that is not necessary; in the harbours and waters of this Island.

Mr Haylar: Oh, I'll have a word to say on that.

His Worship: Then, under that section is the Captain responsible?

Mr Sharp: He is the agent of the owners.

Mr Haylar: You can proceed against the owners.

Mr Sharp: Then another infringement has been committed in not having the change of the ownership registered.

Mr Haylar: No. A change of owners in a ship can only take place according to law in one way, by a bill of sale. No such bill of sale has been made in connection with this ship. So that legally the ownership of the vessel has not changed.

Mr Sharp: Then the registered agents are not in the Colony.

His Worship: Then who are the agents?

Mr Sharp: The Captain always.

His Worship: Is there any other in this case?

Mr Haylar: No.

His Worship: Then, Mr Haylar, suppose this illegal trading under sec. 1 proved, would you question the Captain's being the right man to suffer the penalty?

Mr Haylar: Yes. And I would question a great deal more too.

His Worship: Then you confine yourself only now, Mr Sharp, to the last Sect.

Mr Sharp: Certainly not. I submit that a case has been made out on all the Sections, No. 1, No. 5, No. 9 and No. 10. No. 9 I would not press, of course, after what Mr Haylar has just said.

His Worship: With regard to Sec. 5, we have not had a particle of proof. You cannot bring a man here and ask me to impose this penalty on him if he is not able to clear himself. It is for you to prove your case. In order to clear the way I shall now hear what Mr Haylar has to say on the charges other than that under Sec. 1, which stands by itself.

Mr Haylar, in order to come to a proper understanding of the Ordinance as a whole, said it was necessary to look at the preamble and to read in connection therewith sect. 1 and 11, and then they would have the whole thing in a nutshell. The object of the bill was thus set forth:—"Whereas many illegal acts have resulted from the improper use of registers granted at Hongkong under the provisions of the Imperial Acts to vessels employed solely in trading with the mainland of China, and it is necessary that legal trading should be protected and illegal trading prevented: Be it therefore enacted." This was the one of the whole purpose of the Act; it was to stop illegal trading with the mainland of China. Wallace laid it down that it was impossible to understand an Ordinance without carefully having in view in connection with every section the preamble, the purpose of the act. This Ordinance was directed against smuggling. There had been a great deal of smuggling, and in order to prevent its continuance this very peculiar Ordinance was passed. Vessels carrying the British flag used to go away up to the non-treaty ports and create great abuses. So this Sec. 1 was passed, providing that "no ship or vessel whatsoever owned by a British subject shall be at liberty to trade in any of the harbours of this Colony, unless in the case of



## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
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PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUERZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON SATURDAY, the 1st November,  
1879, at Noon, the Company's S. S.  
YANGTSE, Commandant PELLEGRIN, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port for the above  
places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m. on the  
1st October, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 20, 1879. no1

MITSU BISHI MAIL STEAMSHIP

## COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. SUMIDA MARU, Captain  
HUBNER, will be despatched as above  
on SATURDAY, the 1st November, at 4  
p.m.

Cargo received on board until Noon, and  
Parcels at the Office up to 2 p.m. of day  
of sailing.

No Bill of Lading signed under \$2  
Freight.

All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

## RATES OF PASSAGE.

To KOBE.....Cabin \$60. Steerage \$15.  
" YOKOHAMA & Do. \$75. Do. \$20.  
" NAGASAKI.....Do. \$75. Do. \$20.  
A REDUCTION is made on RETURN CABIN  
PASSAGES.

CARGO and PASSENGERS for Nagasaki  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.

For further particulars, apply at the  
Company's Office, No. 6, Queen's Road  
CENTRAL.

Hongkong, October 27, 1879. no1

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP

## COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
TOKYO will be despatched for San  
Francisco, via Yokohama, on WEDNES-  
DAY, the 12th November, at 3 p.m., taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Freight will be received on board until 4  
p.m., the 12th November. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, October 27, 1879. no12

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
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STATES AND EUROPE,  
IN CONNECTION WITH THE  
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and  
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and  
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatch-  
ed for San Francisco via Yokohama,  
on WEDNESDAY, December 3rd, 1879, at  
3 p.m., taking Cargo and Passengers for  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 2nd December. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,  
Acting Agent.

Hongkong, October 24, 1879. do3

## Mails.



STEAM FOR  
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BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON;  
VIA BOMBAY.

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THE PENINSULAR AND ORIENTAL STEAM  
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GUALIOR, Capt. J. C. BARNOT, will leave  
this on SATURDAY, the 8th November,  
at Noon.

Tea and General Cargo for London will  
be conveyed via Bombay without tranship-  
ment, arriving one week later than by the  
direct route. Silk and Valuables will be  
transferred to the Calcutta steamer at  
Galle.

For further Particulars, apply to  
A. McIVER, Superintendent.

Hongkong, October 27, 1879. no8

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MANUFACTURERS,  
AND  
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Hongkong, October 20, 1879. no20

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GOODS RECEIVED ON STORAGE at  
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THE DIMENSIONS OF THE DOCK are:—460  
Feet, on the Blocks; 92 Feet Wide; Or-  
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PERMANENT RESERVE.....Tls. 250,000  
SPECIAL RESERVE FUND.....Tls. 206,370

TOTAL CAPITAL and Ac-  
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M. W. BOYD, Esq. W. MEYERINK, Esq.  
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Hongkong, October 1, 1879. 1c80

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In accordance with the Company's Articles  
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J. BRADLEY SMITH,  
Secretary.

Hongkong, December 9, 1878.

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NO CHARGE FOR POLICY FEES.  
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THE Underigned, AGENTS at Hongkong  
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on Merchandise in the same, at the  
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per cent.

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Hongkong, July 6, 1875.

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current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the  
Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amoy	4 c	Drowes	Brit. str.	814	Oct. 26	Stemmen & Co.	Shanghai	
Atalanta	3 b	Petersen	Ger. str.	782	Oct. 26	Meyer & Co.	Saloon	
Bombay	2 b	Thompson	Brit. str.	740	Feb. 12	Kwok Acheong		
Dale	2 h	Thompson	Brit. str.	644	Oct. 21	Yuen Fat Hong	Bangkok	31st inst.
Douglas	5 b	Young	Brit. str.	864	Oct. 25	Douglas Lapraik & Co.	Coast Ports	30th daylight
Emmy	5 c	Blanco	Span. str.	222	Oct. 27	Remedios & Co.	Amoy and Manila	To-day
Fame	3 b	Stapani	Brit. str.	117	.....	H. K. & W'pon Dock Co.		Tug Flying
Hae-shin	4 c	Gibson	Chi. str.	864	Oct. 27	C. M. S. N. Co.	Holhow	K'loon Dock
Hainan	5 c	Conner	Amer. str.	281	Oct. 27	Russell & Co.	Holhow	To-day
Hwai Yuen	5 c	Wilson	Chi. str.	984	Oct. 28	C. M. S. N. Co.	Canton	at daylight
Kiangchow	2 h	Love	Brit. str.	159	Oct. 25	Kwok Acheong	Holhow	at daylight
Malacca	5 k	Smith	Brit. str.	1709	Oct. 23	P. & O. S. N. Co.	Yokohama	Mails
Norna	5 c	Love	Brit. str.	606	May 31	Kwok Acheong		Coast Dock
Ocean	5 c	Webber	Brit. str.	971	Oct. 26	Geo. R. Stevens & Co.	Australian Ports	80th inst.
Olympia	5 c	Nagel	Ger. str.	783	Oct. 25	Landstein & Co.		
Sea Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Stentor	5 c	Kirkpatrick	Brit. str.	1304	Oct. 27	Butterfield & Swire	Amoy & Shanghai	To-day
Sumida Maru	4 c	Habibet	Japan. str.	896	Oct. 26	Mitsui Bishi M. S. S. Co.	Yokohama via Kobe	1st prox.
Wahl	5 b	Hunter	Brit. str.	285	Oct. 24	Landstein & Co.	Haiphong	
Yang-tse	5 c	Pellegrin	Foh. str.	2400	Oct. 28	Messageries Maritimes	Marseilles, &c.	Mails, 1st pr.
Yangtze	5 c	Schulze	Brit. str.	782	Oct. 16	Stemmen & Co.		K'loon Dock
Sailing Vessels								
Alexander Yeats	3 c	Dunham	Canad. sh.	1598	Sept. 8	Russell & Co.	San Francisco	
Allida	4 k	Biet	Ger. bg.	860	Oct. 22	Edward Schellhaas & Co.	Hamburg	
Alva	3 c	Souza	Port. sh.	632	Aug. 31	Brandao & Co.	Bombay	Coast Dock
Annie S. Hall	4 c	Nelson	Am. bk.tine.	455	Oct. 23	Wieler & Co.		
Burg, van Middelburg	5 k	Blanken	Dutch bg.	602	Sept. 30	Stemmen & Co.	Saigon	
Belle of Oregon	6 c	Merriman	Amer. bg.	1168	Oct. 6	Captain	Portland	
Canton	2 c	Kudson	Siam. sh.	779	Oct. 16	Ohlness		
Chauteaubrand	4 c	Leroy	Foh. bg.	337	Sept. 21	Carlowitz & Co.		
Chocola	4 k	Kennett	Brit. bg.	284	July 21	Adamson, Bell & Co.	Shanghai	Coast Dock
Emerald Isle	8 k	Staples	Amer. sh.	1696	Oct. 20	Vogel & Co.	For Sale	
Ernest	4 k	Hervé	Foh. bg.	890	Oct. 13	Landstein & Co.	New York	
Floreal Star	4 k	Davison	Brit. Sm.sc.	244	Oct. 12	Adamson, Bell & Co.	Haiphong	
Gesine Brons	4 k v.	Trimbach	Ger. bg.	402	Oct. 3	Wieler & Co.		
Glomorganshire	4 k	Angear	Brit. bg.	457	Sept. 21	Vogel & Co.	New York	Coast Dock
Gustav	4 k	Raben	Ger. bg.	656	Sept. 22	Stemmen & Co.	Iloilo	
Hans	3 k	Le Mouté	Ger. bg.	310	Sept. 11	Vogel & Co.	Hamburg	
Harrington	4 c	Porter	Brit. bg.	672	Oct. 6	Arnhold, Karberg & Co.	Bangkok	
Hazel Holme	3 k	Millican	Brit. bg.	405	Oct. 20	Vogel & Co.		
Highlander	4 k	Hutchinson	Amer. sh.	1852	June 19	Vogel & Co.		
J. A. Borland	4 c	Kent	Amer. bg.	670	July 26	Vogel & Co.	New York	
Jules Dufaure	4 k	Willigen	Brit. bg.	434	Aug. 20	Tan Keng Ho		
Lizzie	2 k	Hellon	Brit. Sm.sc.	223	Oct. 18	Wieler & Co.	Singapore	
Louise Scheller	1 c	Kloeking	Ger. bg.	408	Oct. 27	Wieler & Co.		
Lucky	2 c	Soderstrom	Siam. bg.	424	Oct. 3	Chinese		
Mangerton	3 k	Thompson	Brit. bg.	330	Sept. 26	Carlowitz & Co.	Hamburg	
Norseman	1 b	Petterson	Siam. sh.	711	Oct. 12	Yuen Fat Hong		
Pelco	3 k	Christiansen	Ger. bg.	251	Oct. 10	Arnhold, Karberg & Co.		
Race Horse	2 k	Tehmeyer	Siam. bg.	387	Oct. 19	Stemmen & Co.		
San Lorenzo	4 c	Vidarte	Span. sob.	250	Oct. 12	Remedios & Co.		For Sale
Southern Cross	7 h	Gibbs	Amer. sh.	1129	Oct. 16	Captain		
Spartan	8 k	Vincent	Amer. sob.	81	Aug. 27	W. H. Ray		
Star of China	7 c	Blaker	Brit. sh.	794	Aug. 28	Douglas Lapraik & Co.	London	
Soumata	3 k	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.		
Tai Lee	4 k	Stehr	Ger. bg.	256	Oct. 2	Edward Schellhaas & Co.	London	
Toowoomba	7 c	Kirkpatrick	Brit. bg.	585	Aug. 25	Vogel & Co.	London	
Tricon	4 k	Kallen	Ger. bg.	558	Aug. 21	Vogel & Co.	Hamburg	
Twilight	3 k	Walrad	Amer. sh.	1903	Sept. 14	Douglas Lapraik & Co.		
Victory	4 k	Whiting	Brit. bg.	255	Oct. 18	Edward Schellhaas & Co.	Bangkok	
WEAMPOA								
Beethoven		Haje	Ger. bg.	340	Oct. 22	Melchers & Co.	Hamburg	
Davina		Scott	Brit. bg.	425	Oct. 27	Arnhold, Karberg & Co.	London	
Charité		Gautier	Foh. bg.	255	Oct. 11	Carlowitz & Co.		
Kirkland		Colledge	Brit. bg.	453	Oct. 20	Wieler & Co.	Hamburg	
CANTON								
China		Ackermann	Ger. str.	648	Oct. 26	Stemmen & Co.	Shanghai	
Chinkiang		Orr	Brit. str.	799	Oct. 27	Stemmen & Co.	Shanghai	